

REVISED CIVIL DEFENSE PLANS FOR BOSTON



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APRIL 2, 1956



CITY OF BOSTON DEPARTMENT OF CIVIL DEFENSE

115 SOUTHAMPTON STREET, BOSTON 18, MASS.
TELEPHONE HI 2-3020



JOHN B. HYNES
Mayor

JOSEPH L. MALONE
Director

FRANCIS C. CLEARY
Deputy Director

CIVIL DEFENSE PLANS ARE IN PROCESS OF CHANGE. UNTIL A COMPLETE CIVIL DEFENSE EVACUATION PLAN HAS BEEN FORMULATED AND IS READY FOR DISTRIBUTION, THESE TENTATIVE CIVIL DEFENSE PLANS WILL BE IN EFFECT IN BOSTON.

CITY OF BOSTON
ADMINISTRATIVE SERVICES DEPARTMENT
PRINTING SECTION

CITY OF BOSTON OFFICIAL AIR RAID TEST ORDER AND PLAN

The rules and regulations hereby promulgated by the City of Boston Department of Civil Defense as the Official Air Raid Test Order and Plan for the City of Boston will apply to any air raid, test or actual.

I. *The primary objectives of publishing this test order and plan are:*

- A. To familiarize the general public with the air raid signals.
- B. To indicate the action to be taken by individuals and groups to minimize loss of life and property under emergency conditions.

II. *The air raid signals will include:*

- A. The ALERT OR EVACUATION SIGNAL—a steady blast of three to five minutes duration, indicating that enemy attack is probable. THIS IS THE EVACUATION SIGNAL.
- B. The TAKE COVER SIGNAL—a wailing signal of three minutes duration or a three-minute series of short blasts, indicating that enemy attack is imminent.

III. *The Alert Signal is no longer a confidential alert. It will be disseminated by every available means (Audible Alarm, Bell and Lights, Radio and Television). Normal radio and television programs will be interrupted to give you these instructions—"Tune to 640 and 1240 on your radio dial for all Civil Defense announcements." The ALERT SIGNAL shall consist of a steady blast of three to five minutes duration, indicating that enemy attack is probable.*

When the ALERT OF EVACUATION SIGNAL sounds:

1. People shall prepare to leave the city on emergency exit routes, unless otherwise instructed by Civil Defense authorities.
2. Automotive traffic will be diverted at traffic control points to relieve congestion in the downtown area and to clear main arteries and radial roads of vehicular traffic.
 - a. Motorists entering downtown Boston, on hearing this signal, shall, if possible, take the first right and the first right again on the next main artery to move outward from the downtown area.
 - b. Vehicular traffic will be diverted from entering the city at traffic control points on the outer perimeter.
3. Police and auxiliary police shall set up traffic control points to disperse and divert traffic out of the city and to prevent traffic from coming into the city.
4. Manpower mobilizes at previously designated points.
 - a. Business and industrial establishments shall direct or prepare to direct patrons and personnel out of their establishments to seek emergency exit routes on foot, by rapid transit, or by automotive vehicles. A battery radio, portable, if possible, is a must so that Civil Defense instructions may be received from Conelrad at 640 and 1240 by radio.
 - b. All vital installations shall mobilize emergency crews to effect proper safeguards for vital equipment and personnel.
 - c. Defense plants and war industries shall put into effect previously prepared and approved Civil Defense plans to protect vital equipment and personnel.
 - d. Volunteers in all Civil Defense units including members of the Fire, Police, Medical and other auxiliary groups shall, if possible, report to previously designated posts.
5. Vital service vehicles shall disperse outward from the downtown area on emergency exit routes.
6. Control Centers and District Reporting Points shall be activated, if possible.
7. Occupants of premises or parts of premises, public or private, shall leave the premises and go to emergency exit routes on foot, by rapid transit, or by automotive vehicles and be subject to Civil Defense rules.
8. Building wardens and their assistants shall carry out previously prepared Civil Defense plans, direct personnel to emergency exit routes, and assist in filling cars to capacity.
9. **HOUSEHOLDERS AND BUILDING CUSTODIANS SHALL ACT AS WARDENS WITHIN THEIR OWN PREMISES AND ASSIST AND DIRECT MEMBERS OF THEIR FAMILIES AND THEIR NEIGHBORS AND FRIENDS TO EMERGENCY EXIT ROUTES.**

10. District and precinct leaders shall report to the control center if possible the conditions in their districts and the numbers available for duty in each of the several services.
11. The ALERT OR EVACUATION SIGNAL, supplemented by radio announcements, will send thousands to nearby MTA subway stations, parking lots or garages, and emergency exit routes, from which locations they will be shuttled out of the city as rapidly as possible.
 - a. Regardless of destination, cars released from parking lots will be required to follow radial roads or arterial highways out of the city in the most direct manner possible.
 - b. Traffic is *one way only, out of the city*. No cross-traffic will be permitted.
 - c. All cars and cabs leaving the city, must, if possible, be filled to capacity.

IV. Take Cover Signal

- A. The TAKE COVER SIGNAL shall consist of a wailing signal of three minutes duration or a three-minute series of short blasts, indicating that enemy attack is imminent.
1. When the TAKE COVER signal or Air Raid Alarm sounds:
 - a. All pedestrians seek shelter.
 - b. All operators of motor vehicles draw to the curb and seek shelter.
 - c. All Civil Defense personnel seek shelter.
 - d. All people within buildings go to previously assigned shelter areas.

V. The "All Clear" will no longer be sounded by means of sirens, horns, or whistles, but will be announced, where feasible, on CONELRAD or by other means of public information.

VI. The following general rules would have to be observed by all:

1. Cars parked at the curb on any emergency exit route must be moved on the Evacuation Signal, out of the city on radial roads.
2. All shelter areas and parking lots shall be equipped with radio (portable if possible, to be independent in the event of power failure).
3. In-town parkers, to avoid serious inconvenience on an Alert should use a parking area adjacent to the arterial highway or Emergency Exit Route on which they normally leave the city.
4. Those using parking lots will be required to follow a specific arterial highway or Emergency Exit Route beyond the corporate limits of Boston on Evacuation.
5. Standardized parking procedures, with each person parking in the area adjacent to radial route leading toward his home, will facilitate the reuniting of families and tracing of missing persons. All who start in a particular segment will be in that segment after outward dispersal however far they are dispersed, or will have been assigned from the Allocation Center thereof to a specific Reception Area. In either case a registration and record will have been made.
6. All pedestrians, who can possibly do so, should henceforth move on foot, by bus, by train, or by cab out of the downtown and uptown areas on the Evacuation Signal.
7. The general public is encouraged to utilize cab facilities to the utmost (no fewer than five persons and the driver per cab) and leave the city.
8. The general public is encouraged, though not required to do so, to seek temporary shelter on the Evacuation Signal in the extensive subway facilities in Boston.
9. The MTA will shuttle people who are in the subway out of the city as rapidly as possible. These facilities provide a temporary shelter for 184,000 and also offer an early opportunity for leaving the city by rapid transit.
10. People entering subway or railroad stations should take the first available train out of the city even though this takes them away from home or their normal destination.
11. Cabs will load to capacity and take the most direct route out of the city. All cabs must agree to participate in this dispersal plan up until the sounding of the Take Cover Signal.
12. Buses and trains, not otherwise assigned, will load to capacity and leave the city by the most direct route.

13. Cars belonging to all hospital personnel shall be utilized to the maximum extent to evacuate all patients who can walk or stand. Every effort will be made to provide additional transportation. Buses assigned to large hospitals will report there immediately on the Evacuation Signal. Patients who can do so are urged to walk to nearest rapid transit station.
14. Bridges shall be kept down wherever possible to permit the maximum use of them by pedestrian and vehicular traffic.
15. Because the reuniting of families in a disaster is a most difficult problem at best, and, because an ALERT indicates that THERE IS TIME for evacuation, all primary, elementary, junior high and other district school pupils wherever possible, will be sent home to parents, relatives or friends, in accordance with previously agreed upon parental plans. All other pupils shall move, under the direction of teachers, on foot to the nearest radial route, and utilize all available vehicular transportation to leave the City. Teachers' cars shall, wherever possible, be utilized to effect the evacuation of children along the radial road assigned to each school.
16. Each school shall have an Emergency Exit Route (Evacuation Route) assigned to it so that all pupils thereof following dispersal may be located within a general area, i.e., they will be known to be within a specific segment (which shall bear the number of the radial route counter-clockwise to it in position on the City of Boston Emergency Exit Route) or will have been assigned from the Allocation Center in that area to some other specific location.
17. All automotive vehicles, commandeered for movement of evacuees, shall be required to take all passengers to the Allocation Center assigned to that Emergency Exit Route on which they leave the city.

VII. *Supplementary Instructions for the General Public*

If you follow these instructions your chances of surviving an H-Bomb attack will be greatly enhanced:

1. Start moving out of the city on the EVACUATION SIGNAL unless otherwise assigned.
2. Ride out if you can. Walk out if you must.
3. Arrange emergency transportation for your family at all times.
4. Plan, if possible, to take food and water with you.
5. Study Emergency Exit Route Map of Boston and choose the best routes for yourself and family, under all conditions (at home, at work, in town, etc.)
6. Get on Emergency Exit Routes promptly but calmly.
7. Follow Traffic rules. Traffic is *one way only*—OUTBOUND.
8. Turn on car radio to 640 or 1240 for civil defense instructions.
9. Do Not try to CROSS Emergency Exit Routes.
10. Be prepared to protect yourself against "Fall-out."
11. Take cover when you hear the 3-minute wailing tone of Air Raid Sirens, or series of short blasts on any whistles—this indicates immediate attack.
12. Remember—it is your duty to yourself, your family, and your country to try to save your own life.

May we remind you that:

1. The EVACUATION SIGNAL means that you have sufficient time to leave the city.
2. The EVACUATION SIGNAL consists of "a steady blast of three to five minutes duration, indicating that enemy attack is probable."
3. The TAKE COVER SIGNAL consists of "a wailing signal of three minutes duration or a three-minute series of short blasts, indicating that enemy attack is imminent."

EMERGENCY EXIT ROUTES

Reading clockwise from Boston Harbor

1. Columbia Road (South Boston)→Strandway→Old Colony Parkway→Neponset Circle
→Hancock Street→Quincy
2. Summer Street→Dorchester Avenue→Adams Street→Granite Street (East Milton)
→Willard Street→Granite Street→Braintree
3. Summer Street→Dorchester Avenue→Randolph Avenue (Milton)
4. Albany Street→Hampden Street→Blue Hill Avenue→Washington Street (Canton)
5. Haymarket Square→Washington Street→Forest Hills→Hyde Park Avenue→Readville
6. Columbus Avenue→Roxbury Crossing→Centre Street (Jamaica Plain)→South Street
→Forest Hills→Washington Street→Dedham
7. Boylston Street→Huntington Avenue→Jamaicaway→Centre Street→Veterans of Foreign Wars Parkway→Dedham
8. Boylston Street→Brookline Avenue→Worcester Turnpike
9. Commonwealth Avenue→Beacon Street→Chestnut Hill→Commonwealth Avenue
10. Commonwealth Avenue→Brighton Avenue→Cambridge Street (Brighton)→Washington Street→Newton
11. Cambridge Street→Storrow Drive→Soldiers Field Road→Western Avenue→Arsenal Street→Watertown
12. Cambridge Street→Longfellow Bridge→Main Street (Cambridge)→Massachusetts Avenue→Concord Avenue
13. North Station→Northern Artery→Somerville Avenue→Elm Street (Somerville)
- 14a. Haymarket Square→North Washington Street→Charlestown Bridge→Main Street→Broadway→Everett.
14. Haymarket Square→North Washington Street→Charlestown Bridge→Mystic River Bridge→Chelsea
15. Sumner Tunnel→East Boston Expressway→McClellan Highway→Revere



REVISED CIVIL DEFENSE Air Raid Instructions

Published by the Federal Civil Defense Administration

EVACUATION SIGNAL

A steady blast of 3 to 5 minutes on sirens, whistles, horns, or similar devices.

WHAT TO DO

Evacuate your family according to plan. Don't forget emergency rations, clothing, supplies.

Do not use the telephone.

Check your AM radio (640 or 1240 kc) for detailed instructions.

Obey your police and civil defense instructions.

TAKE COVER SIGNAL

Wailing tone or short blasts

For 3 minutes on sirens, whistles, horns, or similar devices.

WHAT TO DO

At Home: Get into your home shelter immediately. If you have none, shut all outside doors and windows and take cover in the basement or an interior first-floor room.

Outdoors: Seek the best available cover.

Stay Put until you get word to come out.

Important: If you see a bright flash of light, take cover instantly.

640—REMEMBER CONELRAD IS THE KEY—1240

IMPORTANT

1. When the Evacuation Signal Sounds, automotive traffic will be diverted at control points to prevent traffic from entering the city and to relieve congestion in the downtown area.
2. The best routes on which to leave the city are the Emergency Exit Routes indicated by heavy lines on the map on the opposite page.
 - a. One-way traffic only will be permitted on Emergency Exit Routes.
 - b. No traffic is permitted to cross these Emergency Exit Routes.
 - c. Those entering upon these Emergency Exit Routes must continue on these routes out of the city, regardless of destination, unless ordered to do otherwise.

3. It is hoped that the cooperation from the surrounding cities and towns will assist us in moving as many as possible out of the City of Boston over these radial highways.

BOSTON EVACUATION ROUTES

13

14a

14

12

Cambridge

Somerville

Chelsea

11

Brighton

BOSTON

Boston

10

Brookline

South

9

Boston

8

Hancock
Village

Dorchester

7

W. Roxbury

Bay

6

E. Dedham

Montclair

5

5

4

3

2

ASSEMBLY ST. STATE ST. BROADWAY

